

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>Reference No:</b> HGY/2011/1123	<b>Ward:</b> Harringay
<b>Address:</b> 389 Wightman Road N8 0NA	
<b>Proposal:</b> Replacement of existing hall, wadu facilities and kitchen with a new three storey wing to the existing mosque	
<b>Existing Use:</b> mosque	<b>Proposed Use:</b> mosque
<b>Applicant:</b> London Islamic Cultural Society	
<b>Ownership:</b> private	
<b>Date received:</b> 14/06/2011 <b>Last amended date:</b> N / A	
<b>Drawing number of plans:</b> 1003-525-001D - 013 Rev.E incl.	
<b>Case Officer Contact:</b> Elizabeth Ennin-Gyasi	
<b>PLANNING DESIGNATIONS:</b>	
Road Network: Classified Road	
<b>RECOMMENDATION</b>	
GRANT PERMISSION subject to conditions	
<b>SUMMARY OF REPORT:</b> The scheme proposes a three storey extension to the rear, backing onto the New River and part three storey on Hampden Road frontage. The proposed extension would replace the existing single and two storey outbuildings. Access would be as existing on Wightman Road.	
The proposal would create a new communal/multi-purpose hall, a new prayer hall, teaching facilities and a library.	

**1. SITE AND SURROUNDINGS**

- 1.1 The application site is located at the junction of Wightman Road and Hampden Road and comprises of an existing Mosque and a community centre. The total site area is approximately 1150m<sup>2</sup>. It is accessible by various bus links, with Haringey British Rail station and Turnpike Lane underground station located within close proximity.
- 1.2 The western boundary of the site runs along the New River.

## 2. PLANNING HISTORY

- 2.1 Dates back from 1948, most recent includes the following:
- 2.2 HGY/1991/0992 - Erection of a canopied awning to rear of building- granted 15/10/91
- 2.3 HGY/1996/0255 -Extension of existing Islamic Community Centre to provide a 2 No. self contained flats mosque, minaret counselling and meeting rooms, library, shop and recreational facilities and ancillary to the centre – granted 30/4/96
- 2.4 HGY/1997/1856- Approval of Details pursuant to Condition 3, materials, in relation to planning permission dated (except bricks) and approval of amended drawings (plan numbers as shown below) 30/4/96 reference no. HGY/50798 – granted 9/12/97.

## 3. PROPOSAL DESCRIPTION

- 3.1 The proposal involves the replacement of existing hall, wadu facilities and kitchen with a new three storey extension to the rear, backing onto the New River and part three storey on Hampden Road frontage. The proposed extension would replace the existing single and two storey outbuildings. Access would be as existing on Wightman Road.

## 4. RELEVANT PLANNING POLICY

- 4.1 National Planning Policy
- 4.1.1 PPS1 Delivering Sustainable Development  
PPS1 2005 sets out the fundamental planning policies on the delivery of sustainable development through the planning system. PPS1 identifies the importance of good design in the planning system and that development should seek to improve rather than maintain the quality and character of towns and cities.
- 4.2 Unitary Development Plan
- UD2 Sustainable Design and construction  
UD3 General Principles  
UD4 Quality Design
- M10 Parking for Development

## 5. CONSULTATION

Statutory	Internal	External
	Ward Councillors Transportation Group Waste Management Building Control	<u>Amenity Groups</u> Harringay Ladder Partnership New River Action Group

		Haringey Grove Community <u>Local Residents</u>
		<u>Total No of Residents</u> /Businesses <u>Consulted</u> : over 300

## 6. RESPONSES

### 6.1 Local Residents:-

- 6.1.1 One letter received- not objecting or supporting but comments that access to Hampden Road should not be block during construction works.

*Comments have been noted. The scheme would be subject to a condition to ensure the Hampden Road is not blocked during construction.*

### 6.2 Waste Management :-

'It appears as though space has been set aside for refuse and recycling containers at the north side of the building and that there is sufficient space for the bins required.

I note the bins appear to be close to fire escape stairs. In general we would not expect refuse or recycling bins to be under or near fire escapes such that if there was a fire in the bins or building they would hinder escape. Please can this be checked by Building Control or other qualified persons.

The collection of the bins should be a direct and straight line pull to Wightman Road so there needs to be a gate at this position to allow this if not already provided for. The pavement onto the carriageway of Wightman Road requires a dropped kerb at this point if there is not already one installed.

Some other general advice about bins and storage and collection is provided above where the boxes are marked with an 'x'. This advice must be followed.

This application has been given RAG traffic light status of GREEN for waste storage and collection arrangements provided all advice is followed.'

*The Waste Management Officer's comments have been noted. A condition has been attached to this report for submission of refuse management details to allow an opportunity to ensure the location of refuse bin storage etc is appropriate and safe.*

### 6.3 Transportation Group - 26 October 2011:

The application site falls within an area that has a good level of public transport accessibility. Bus services on Turnpike Lane are within easy walking distance and operate with a two-way frequency of 35 buses per hour providing regular links to Turnpike Lane underground station and bus interchange. Additionally, the site is in the immediate vicinity of Hornsey rail station.

Although the site lies on the edge of a restricted conversion area, the site falls within the Wood Green outer controlled parking zone (cpz), which operates Monday to Saturday from 8:00am-6:30pm and offers a good level of on-street parking control.

The applicants have commissioned Transport Solutions Consultancy to produce a Transport Statement to support the application and a Travel Plan in line with requirements set out within Haringey Supplementary Guidance Note SPG7b. It has been noted that the proposal will result in a significant increase in GFA. However, the Transport Statement indicates that the proposal is intended to improve community facilities currently offered at this site and that there is no intention to materially increase the prayer capacity of the Mosque.

Although a small increase in patrons is anticipated in connection with the improvements to the community use, the applicants' consultants have carried out a patron survey which reveals that 77% of individuals travel to the Mosque/Cultural Centre from within a 1 mile catchment area. Additionally, the modal split for journeys to and from the centre shows that 90% of patrons travelled using non-car modes.

Furthermore, the majority of activities take place within cpz operating hours. We have examined the proposed increase in capacity for weekend weddings/functions and concluded that given the proposed small increase in capacity of some 50 additional guests combined with the low proportion of guests travelling by car and high vehicle occupancy rates, the proposal is unlikely to generate any significant increase in traffic or parking demand to have any adverse impact on the transportation and highways network.

In order to meet the car parking standards set out within the London Plan (July 2011) the development will require the provision of two parking spaces, which should be dedicated for use by disabled blue badge holders. It has been noted that there is space within curtilage of the site to provide the required parking spaces, therefore the provision of these spaces should be secured by condition.

The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with Haringey Council Policies, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.

Therefore, the highway and transportation authority do not wish to raise any objections subject to the imposition of the following conditions:

1. Prior to the occupation of the proposed extension of the development hereby permitted sufficient space shall be provided within the site for two disabled parking spaces.

Reason: in order to comply with the Council's adopted UDP and the 2011 London Plan.

2. The designated Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application. Additionally, the Travel Plan must include the provision of a minimum of 25 secure and covered cycle stands capable of storing 50 cycles in accordance with standards set out within the London Plan.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

3. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

*The Transportation Officer's comments have been noted. The scheme would be subject to the conditions as requested.*

## **7. ANALYSIS / ASSESSMENT OF THE APPLICATION**

7.1 The main issues in respect of this application are considered to be:

- Scale/mass/bulk/appearance
- Traffic
- Equalities impact assessment

### **7.1.1 Scale/mass/bulk/appearance**

7.1.2 The area proposed for the extension is currently occupied by a single and two storey structure used as a community hall, kitchen, shop and associated facilities. The proposed building is part single- storey; part three-storeys in height providing new prayer halls, kitchen, shop and associated facilities. The gross internal floor area of the proposed building is 1071 square metres.

7.1.3 The design and style will be in keeping with the style of the existing Mosque. The new walls would be clad with stone tiles and window openings are to have the Islamic type windows with brickwork casing to match existing. The overall design of the extension will retain the existing scale and proportions of the main building to maintain uniformity. The bulk of the proposed extension would back onto the New River so that it would not result in loss of light or outlook to the adjacent properties.

7.1.4 On the Hampden Road frontage, although the proposed building would be three storey it would be set back at first floor to reduce bulk on the streetscape and minimise its impact. The front of this element would be single storey, which ensures that the bulk of the extension would be away from the Hampden Road boundary. Also Hampden Road slopes higher to the south west of the site towards the bridge; this means that at ground level of the site the single storey front building would not be visually intrusive on the road frontage. This would minimise the impact of the extension on the surrounding area, particularly Hampden Road and help the building fit better on the site.

7.1.5 It is considered the design and scale of the proposed scheme would not compromise the main mosque building or the local area in general consistent with policies UD3 & UD4.

### 7.2.1 Traffic

- 7.2.2 The application site is located in an area identified as PTAL Level 4, which is medium to good. It is approximately 5 minute walk to Turnpike Underground and buses in Turnpike Lane. Hornsey BR station is approximately 200 metres away. The site currently does not provide any parking facilities.
- 7.2.3 The proposed extension adds a significant amount of floor area to the existing building, however the applicant stated that it is not intended to expand the level of activity on the site. Therefore no significant increase in people or vehicles attracted to the site is anticipated. However, the applicant has submitted a Transport Statement and a Travel Plan in support of the proposal. The Travel Plan has been assessed by Council's Transportation Team and they have commented as follows:
- 7.2.4 'Although a small increase in patrons is anticipated in connection with the improvements to the community use, the applicants' consultants have carried out a patron survey which reveals that 77% of individuals travel to the Mosque/Cultural Centre from within a 1 mile catchment area. Additionally, the modal split for journeys to and from the centre shows that 90% of patrons travelled using non-car modes.
- 7.2.5 Furthermore, the majority of activities take place within cpz operating hours. We have examined the proposed increase in capacity for weekend weddings/functions and concluded that given the proposed small increase in capacity of some 50 additional guests combined with the low proportion of guests travelling by car and high vehicle occupancy rates, the proposal is unlikely to generate any significant increase in traffic or parking demand to have any adverse impact on the transportation and highways network.
- 7.2.6 In order to meet the car parking standards set out within the London Plan (July 2011) the development will require the provision of two parking spaces, which should be dedicated for use by disabled blue badge holders. It has been noted that there is space within curtilage of the site to provide the required parking spaces, therefore the provision of these spaces should be secured by condition.
- 7.2.7 The travel plan submitted as part of this application outlines measures to encourage staff to travel to and from the site using sustainable modes of transport. Although it is acknowledged that the travel plan has been produced in accordance with Haringey Council Policies, the travel plan will additionally be required to comply with current Transport for London guidance, which reflects the use of the iTRACE and ATTrBuTE project and data management tools.'
- 7.2.8 Therefore, the highway and transportation authority do not wish to raise any objections subject to the imposition of conditions requested, which have been incorporated in this report. It is considered that the scheme would not generate any significant increase in traffic or parking demand to have any adverse effect on local transportation and highways.

### 7.3.1 Equalities impact assessment

- 7.3.2 In determining this application the Committee is required to have regard to its obligations under the Equalities Act 2010. The impact of this scheme has been considered in relation to Section 71. The proposed development has been

considered in terms of its Equality and Race Relations impacts. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. The new building will be fully accessible for disabled users. Otherwise, there is no indication or evidence (including from consultation with relevant groups) that different groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

7.3.3 In terms of the key equalities protected characteristics it is considered there would be no significant specific adverse impacts as a result of the development.

## **8. CONCLUSION**

8.1 The proposed extension has been design to fit well in the site and in way that would not create any significant harmful effects on the nearby properties and the local area in general. It is unlikely to generate adverse impact on the transportation and highway network in the vicinity. Therefore the scheme is considered acceptable in line with policies: UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design' and M10 'Parking for Development'.

## **9. RECOMMENDATION**

### **GRANT PERMISSION**

Applicant's drawing No.(s) 1003-525-001D - 013 Rev.E incl.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality.

4. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

5. Prior to the occupation of the proposed extension of the development hereby permitted sufficient space shall be provided within the site for two disabled parking spaces.

Reason: in order to comply with the Council's adopted UDP and the 2011 London Plan.

6. The designated Travel Plan Co-ordinator shall implement the measures as detailed in the Travel Plan submitted as part of the application. Additionally, the Travel Plan must include the provision of a minimum of 25 secure and covered cycle stands capable of storing 50 cycles in accordance with standards set out within the London Plan.

Reason: To minimise the traffic impact of this development on the adjoining highway network and promote sustainable travel to and from the site.

7. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

8. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

9. That Hampden Road shall not be blocked during construction works.

Reason: To allow access for other road users.

## REASONS FOR APPROVAL

The proposed extension has been design to fit well in the site and in way that would not create any significant harmful effects on the nearby properties and the local area in general. It is unlikely to generate adverse impact on the transportation and highway network in the vicinity. Therefore the scheme is considered acceptable in line with policies: UD2 'Sustainable Design and construction', UD3 'General Principles', UD4 'Quality Design' and M10 'Parking for Development' of the Haringey Unitary Development Plan.